



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the G. O. S. Post Office in the United Kingdom.

SIGHT SAVING
is a science which has become perfect through the labour of oculists, whose discoveries have made it possible to bring your sight to its natural state by the use of accurate lenses.
N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road Central, HONGKONG.

No. 19,412. 號二十七百四千九萬一第 日五十月九年申庚 HONGKONG, WEDNESDAY, OCTOBER 27th, 1920. 三拜禮 號七十月十年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
ALLSOPP'S
BRITISH
PILSENER BEER
BREWED AND BOTTLED AT
BURTON-ON-TRENT.
SOLE AGENTS,
CALDBECK
MACGREGOR &
CO., LTD.
14, QUEEN'S ROAD CENTRAL.
Tel. No. 75.

CARTRIDGES!
NEWLY ARRIVED.

A large consignment of KLEY'S SPORTING CARTRIDGES, 12, 16, and 20 bore, loaded with the Sportsman's favourite powders—B. G. and SMOKELESS DIAMOND.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 4-6, Beaconsfield Arcade.

A LING & CO.
19, QUEEN'S ROAD CENTRAL,
HONGKONG.

FURNITURE AND PHOTO GOODS
STORE.
GLASS, STAINING, EMBROIDERY AND
MINOR MAKES.
CANTON MAKERS IN VARIOUS BRANDES.
Photographic Goods of Every Description
on Hand.
Developing, PRINTING and ENLARGING
UNDER TAKEN.
TELEPHONE 1310.

FRENCH LESSONS
G. MOUSSON.
15, MERRICK HILL ROAD.

PEAK TRAMWAY CO.,
LIMITED.

TIME TABLE.

WEEK DAYS	
7.00 a.m. to 8.00 a.m. every 15 minutes	
8.00 " 9.30 " 10 " 15 "	
9.30 " 11.00 " 15 "	
11.30 " 12.30 p.m. 15 "	
12.30 p.m. to 2.30 p.m. 15 "	
2.30 " 5.00 " 15 "	
5.00 " 8.10 " 10 "	
Night Class	
8.30 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.45 p.m.	

SUNDAY

7.30 a.m. to 10.30 a.m. every 15 minutes	
10.30 " 11.00 " 15 "	
11.30 " 12.30 noon 15 "	
12.30 noon to 1.00 p.m. 15 "	
1.00 p.m. to 5.00 p.m. 15 "	
5.30 " 6.00 " 10 "	
6.00 " 8.30 " 15 "	
8.30 " 8.10 " 10 "	

Special Cars
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after **TUESDAY, OCTOBER 26th, 1920**, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Local	No. 3 Local	No. 4 Local	No. 5 Local	No. 6 Local	No. 7 Local
CANTON (The Star) dep.	7.30	10.10	1.10	1.40	2.10	2.40	3.10
Sham Shui dep.	7.35	10.15	1.15	1.45	2.15	2.45	3.15
Sham Shui (The Star) dep.	7.40	10.20	1.20	1.50	2.20	2.50	3.20
Sham Shui (The Star) dep.	7.45	10.25	1.25	1.55	2.25	2.55	3.25
Sham Shui (The Star) dep.	7.50	10.30	1.30	2.00	2.30	3.00	3.30
Sham Shui (The Star) dep.	7.55	10.35	1.35	2.05	2.35	3.05	3.35
Sham Shui (The Star) dep.	8.00	10.40	1.40	2.10	2.40	3.10	3.40
Sham Shui (The Star) dep.	8.05	10.45	1.45	2.15	2.45	3.15	3.45
Sham Shui (The Star) dep.	8.10	10.50	1.50	2.20	2.50	3.20	3.50
Sham Shui (The Star) dep.	8.15	10.55	1.55	2.25	2.55	3.25	3.55
Sham Shui (The Star) dep.	8.20	11.00	2.00	2.30	3.00	3.30	4.00
Sham Shui (The Star) dep.	8.25	11.05	2.05	2.35	3.05	3.35	4.05
Sham Shui (The Star) dep.	8.30	11.10	2.10	2.40	3.10	3.40	4.10
Sham Shui (The Star) dep.	8.35	11.15	2.15	2.45	3.15	3.45	4.15
Sham Shui (The Star) dep.	8.40	11.20	2.20	2.50	3.20	3.50	4.20
Sham Shui (The Star) dep.	8.45	11.25	2.25	2.55	3.25	3.55	4.25
Sham Shui (The Star) dep.	8.50	11.30	2.30	3.00	3.30	4.00	4.30
Sham Shui (The Star) dep.	8.55	11.35	2.35	3.05	3.35	4.05	4.35
Sham Shui (The Star) dep.	9.00	11.40	2.40	3.10	3.40	4.10	4.40
Sham Shui (The Star) dep.	9.05	11.45	2.45	3.15	3.45	4.15	4.45
Sham Shui (The Star) dep.	9.10	11.50	2.50	3.20	3.50	4.20	4.50
Sham Shui (The Star) dep.	9.15	11.55	2.55	3.25	3.55	4.25	4.55
Sham Shui (The Star) dep.	9.20	12.00	3.00	3.30	4.00	4.30	5.00
Sham Shui (The Star) dep.	9.25	12.05	3.05	3.35	4.05	4.35	5.05
Sham Shui (The Star) dep.	9.30	12.10	3.10	3.40	4.10	4.40	5.10
Sham Shui (The Star) dep.	9.35	12.15	3.15	3.45	4.15	4.45	5.15
Sham Shui (The Star) dep.	9.40	12.20	3.20	3.50	4.20	4.50	5.20
Sham Shui (The Star) dep.	9.45	12.25	3.25	3.55	4.25	4.55	5.25
Sham Shui (The Star) dep.	9.50	12.30	3.30	4.00	4.30	5.00	5.30
Sham Shui (The Star) dep.	9.55	12.35	3.35	4.05	4.35	5.05	5.35
Sham Shui (The Star) dep.	10.00	12.40	3.40	4.10	4.40	5.10	5.40
Sham Shui (The Star) dep.	10.05	12.45	3.45	4.15	4.45	5.15	5.45
Sham Shui (The Star) dep.	10.10	12.50	3.50	4.20	4.50	5.20	5.50
Sham Shui (The Star) dep.	10.15	12.55	3.55	4.25	4.55	5.25	5.55
Sham Shui (The Star) dep.	10.20	1.00	4.00	4.30	5.00	5.30	6.00
Sham Shui (The Star) dep.	10.25	1.05	4.05	4.35	5.05	5.35	6.05
Sham Shui (The Star) dep.	10.30	1.10	4.10	4.40	5.10	5.40	6.10
Sham Shui (The Star) dep.	10.35	1.15	4.15	4.45	5.15	5.45	6.15
Sham Shui (The Star) dep.	10.40	1.20	4.20	4.50	5.20	5.50	6.20
Sham Shui (The Star) dep.	10.45	1.25	4.25	4.55	5.25	5.55	6.25
Sham Shui (The Star) dep.	10.50	1.30	4.30	5.00	5.30	6.00	6.30
Sham Shui (The Star) dep.	10.55	1.35	4.35	5.05	5.35	6.05	6.35
Sham Shui (The Star) dep.	11.00	1.40	4.40	5.10	5.40	6.10	6.40
Sham Shui (The Star) dep.	11.05	1.45	4.45	5.15	5.45	6.15	6.45
Sham Shui (The Star) dep.	11.10	1.50	4.50	5.20	5.50	6.20	6.50
Sham Shui (The Star) dep.	11.15	1.55	4.55	5.25	5.55	6.25	6.55
Sham Shui (The Star) dep.	11.20	2.00	5.00	5.30	6.00	6.30	7.00
Sham Shui (The Star) dep.	11.25	2.05	5.05	5.35	6.05	6.35	7.05
Sham Shui (The Star) dep.	11.30	2.10	5.10	5.40	6.10	6.40	7.10
Sham Shui (The Star) dep.	11.35	2.15	5.15	5.45	6.15	6.45	7.15
Sham Shui (The Star) dep.	11.40	2.20	5.20	5.50	6.20	6.50	7.20
Sham Shui (The Star) dep.	11.45	2.25	5.25	5.55	6.25	6.55	7.25
Sham Shui (The Star) dep.	11.50	2.30	5.30	6.00	6.30	7.00	7.30
Sham Shui (The Star) dep.	11.55	2.35	5.35	6.05	6.35	7.05	7.35
Sham Shui (The Star) dep.	12.00	2.40	5.40	6.10	6.40	7.10	7.40
Sham Shui (The Star) dep.	12.05	2.45	5.45	6.15	6.45	7.15	7.45
Sham Shui (The Star) dep.	12.10	2.50	5.50	6.20	6.50	7.20	7.50
Sham Shui (The Star) dep.	12.15	2.55	5.55	6.25	6.55	7.25	7.55
Sham Shui (The Star) dep.	12.20	3.00	6.00	6.30	7.00	7.30	8.00
Sham Shui (The Star) dep.	12.25	3.05	6.05	6.35	7.05	7.35	8.05
Sham Shui (The Star) dep.	12.30	3.10	6.10	6.40	7.10	7.40	8.10
Sham Shui (The Star) dep.	12.35	3.15	6.15	6.45	7.15	7.45	8.15
Sham Shui (The Star) dep.	12.40	3.20	6.20	6.50	7.20	7.50	8.20
Sham Shui (The Star) dep.	12.45	3.25	6.25	6.55	7.25	7.55	8.25
Sham Shui (The Star) dep.	12.50	3.30	6.30	7.00	7.30	8.00	8.30
Sham Shui (The Star) dep.	12.55	3.35	6.35	7.05	7.35	8.05	8.35
Sham Shui (The Star) dep.	1.00	3.40	6.40	7.10	7.40	8.10	8.40
Sham Shui (The Star) dep.	1.05	3.45	6.45	7.15	7.45	8.15	8.45
Sham Shui (The Star) dep.	1.10	3.50	6.50	7.20	7.50	8.20	8.50
Sham Shui (The Star) dep.	1.15	3.55	6.55	7.25	7.55	8.25	8.55
Sham Shui (The Star) dep.	1.20	4.00	7.00	7.30	8.00	8.30	9.00
Sham Shui (The Star) dep.	1.25	4.05	7.05	7.35	8.05	8.35	9.05
Sham Shui (The Star) dep.	1.30	4.10	7.10	7.40	8.10	8.40	9.10
Sham Shui (The Star) dep.	1.35	4.15	7.15	7.45	8.15	8.45	9.15
Sham Shui (The Star) dep.	1.40	4.20	7.20	7.50	8.20	8.50	9.20
Sham Shui (The Star) dep.	1.45	4.25	7.25	7.55	8.25	8.55	9.25
Sham Shui (The Star) dep.	1.50	4.30	7.30	8.00	8.30	9.00	9.30
Sham Shui (The Star) dep.	1.55	4.35	7.35	8.05	8.35	9.05	9.35
Sham Shui (The Star) dep.	2.00	4.40	7.40	8.10	8.40	9.10	9.40
Sham Shui (The Star) dep.	2.05	4.45	7.45	8.15	8.45	9.15	9.45
Sham Shui (The Star) dep.	2.10	4.50	7.50	8.20	8.50	9.20	9.50
Sham Shui (The Star) dep.	2.15	4.55	7.55	8.25	8.55	9.25	9.55
Sham Shui (The Star) dep.	2.20	5.00	8.00	8.30	9.00	9.30	10.00
Sham Shui (The Star) dep.	2.25	5.05	8.05	8.35	9.05	9.35	10.05
Sham Shui (The Star) dep.	2.30	5.10	8.10	8.40	9.10	9.40	10.10
Sham Shui (The Star) dep.	2.35	5.15	8.15	8.45	9.15	9.45	10.15
Sham Shui (The Star) dep.	2.40	5.20	8.20	8.50	9.20	9.50	10.20
Sham Shui (The Star) dep.	2.45	5.25	8.25	8.55	9.25	9.55	10.25
Sham Shui (The Star) dep.	2.50	5.30	8.30	9.00	9.30	10.00	10.30
Sham Shui (The Star) dep.	2.55	5.35	8.35	9.05	9.35	10.05	10.35
Sham Shui (The Star) dep.	3.00	5.40	8.40	9.10	9.40	10.10	10.40
Sham Shui (The Star) dep.	3.05	5.45	8.45	9.15	9.45	10.15	10.45
Sham Shui (The Star) dep.	3.10	5.50	8.50	9.20	9.50	10.20	10.50
Sham Shui (The Star) dep.	3.15	5.55	8.55	9.25	9.55	10.25	10.55
Sham Shui (The Star) dep.	3.20	6.00	9.00	9.30	10.00	10.30	11.00
Sham Shui (The Star) dep.	3.25	6.05	9.05	9.35	10.05	10.35	11.05
Sham Shui (The Star) dep.	3.30	6.10	9.10	9.40	10.10	10.40	11.10
Sham Shui (The Star) dep.	3.35	6.15	9.15	9.45	10.15	10.45	11.15
Sham Shui (The Star) dep.	3.40	6.20	9.20	9.50	10.20	10.50	11.20
Sham Shui (The Star) dep.	3.45	6.25	9.25	9.55	10.25	10.55	11.25
Sham Shui (The Star) dep.	3.50	6.30	9.30	10.00	10.30	11.00	11.30
Sham Shui (The Star) dep.	3.55	6.35	9.35	10.05	10.35	11.05	11.35
Sham Shui (The Star) dep.	4.00	6.40	9.40	10.10	10.40	11.10	11.40
Sham Shui (The Star) dep.	4.05	6.45	9.45	10.15	10.45	11.15	11.45
Sham Shui (The Star) dep.	4.10	6.50	9.50	10.20	10.50	11.20	11.50
Sham Shui (The Star) dep.	4.15	6.55	9.55	10.25	10.55	11.25	11.55
Sham Shui (The Star) dep.	4.20	7.00	10.00	10.30	11.00	11.30	12.00
Sham Shui (The Star) dep.	4.25	7.05	10.05	10.35	11.05	11.35	12.05
Sham Shui (The Star) dep.	4.30	7.10	10.10	10.40	11.10	11.40	12.10
Sham Shui (The Star) dep.	4.35	7.15	10.15	10.45	11.15	11.45	12.15
Sham Shui (The Star) dep.	4.40	7.20	10.20	10.50	11.20	11.50	12.20
Sham Shui (The Star) dep.	4.45	7.25	10.25	10.55	11.25	11.55	12.25
Sham Shui (The Star) dep.	4.50	7.30	10.30	11.00	11.30	12.00	12.30
Sham Shui (The Star) dep.	4.55	7.35	10.35	11.05	11.35	12.05	12.35
Sham Shui (The Star) dep.	5.00	7.40	10.40	11.10	11.40	12.10	12.40
Sham Shui (The Star) dep.	5.05	7.45	10.45	11.15	11.45	12.15	12.45
Sham Shui (The Star) dep.	5.10	7.50	10.50	11.20	11.50	12.20	12.50
Sham Shui (The Star) dep.	5.15	7.55	10.55	11.25	11.55	12.25	12.55
Sham Shui (The Star) dep.	5.20	8.00	11.00	11.30	12.00	12.30	13.00
Sham Shui (The Star) dep.	5.25	8.05	11.05	11.35	12.05	12.35	13.05
Sham Shui (The Star) dep.	5.30	8.10	11.10	11.40	12.10	12.40	13.10
Sham Shui (The Star) dep.	5.35	8.15	11.15	11.45	12.15	12.45	13.15
Sham Shui (The Star) dep.	5.40	8.20	11.20	11.50	12.20	12.50	13.20
Sham Shui (The Star) dep.	5.45	8.25	11.25	11.55	12.25	12.55	13.25
Sham Shui (The Star) dep.	5.50	8.30	11.30	12.00	12.30	13.00	13.30
Sham Shui (The Star) dep.	5.55	8.35	11.35	12.05	12.35	13.05	13.35
Sham Shui (The Star) dep.	6.00	8.40	11.40	12.10	12.40	13.10	13.40
Sham Shui (The Star) dep.	6.05	8.45	11.45	12.15	12.45	13.15	13.45
Sham Shui (The Star) dep.	6.10	8.50	11.50	12.20	12.50	13.20	13.50
Sham Shui (The Star) dep.	6.15	8.55	11.55	12.25	12.55	13.25	13.55
Sham Shui (The Star) dep.	6.20	9.00	12.00	12.30	13.00	13.30	14.00
Sham Shui (The Star) dep.	6.25	9.05	12.05	12.35	13.05	13.35	14.05
Sham Shui (The Star) dep.	6.30	9.10	12.10	12.40	13.10	13.40	14.10
Sham Shui (The Star) dep.	6.35	9.15	12.15	12.45	13.15	13.45	14.15
Sham Shui (The Star) dep.	6.40	9.20	12.20	12.50	13.20	13.50	14.20
Sham Shui (The Star) dep.	6.45	9.25	12.25	12.55	13.25	13.55	14.25
Sham Shui (The Star) dep.	6.50	9.30	12.30	13.00	13.30	14.00	14.30
Sham Shui (The Star) dep.	6.55	9.35	12.35	13.05	13.35	14.05	14.35
Sham Shui (The Star) dep.	7.00	9.40	12.40	13.10	13.40	14.10	14.40
Sham Shui (The Star) dep.	7.05	9.45	12.45	13.15	13.45	14.15	14.45
Sham Shui (The Star) dep.	7.10	9.50	12.50	13.20	13.50	14.20	14.50
Sham Shui (The Star) dep.	7.15	9.55	12.55	13.25	13.55	14.25	14.55
Sham Shui (The Star) dep.</							

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council has been called for to-morrow. The business on the agenda includes some proposed amendments to the Offensive Trades by-laws, and an amendment of the Domestic Cleanliness and Ventilation By-laws.

The Orders of the Day are:—
First reading of a Bill intitled, an Ordinance to authorize the Appropriation of a Supplementary sum of four million and twenty-six thousand three hundred and thirty-six dollars and eleven cents to defray the charges of the year 1919.

First reading of a Bill intitled, an Ordinance to apply a sum not exceeding fourteen million and eighty-four thousand six hundred and sixty-two dollars to the Public Service of the year 1921.

First reading of a Bill intitled, an Ordinance to provide for the protection of trees, shrubs and other plants.

First reading of a Bill intitled, an Ordinance to amend the Protection of Women and Girls Ordinance, 1897.

First reading of a Bill intitled, an Ordinance to restrain certain acts of intimidation.

WIFE SUMMONS HUSBAND. ANOTHER SUMMONS HIM FOR ASSAULT.

Before Mr. N. L. Smith, yesterday, Joaquim Bernades, of No. 13, Mosque Street, summoned Jose Maria Gutierrez, for (1) assault at No. 14, Robinson Road, on October 18th, and (2) disorderly conduct and using abusive and insulting language at the same place and date. The defendant was also summoned by his wife, Flora Laboury Gutierrez, of No. 14, Robinson Road, on four counts: (1) trespass into her house, (2) using insulting and abusive language, (3) assault, and (4) damaging property. All these offences were alleged to have been committed by the defendant on October 18th.

Mr. H. K. Woo, who appeared for the defendant, told the Magistrate that Mr. Leo d'Almeida who was for the prosecution, was down with dengue fever and unable to attend Court, and asked that a remand be granted.

The Magistrate fixed November 2nd for the hearing of the case.

POSSESSION OF DAGGERS. MAN WELL-KNOWN TO POLICE.

A Chinese was charged before Mr. N. L. Smith, yesterday, with the unlawful possession of a dagger.

He was found by a detective acting in a suspicious manner, and, when searched, the dagger was found hidden in his girdle.

He admitted possession of the weapon for self-defence, and said that he did not know that it was against local regulations, being new to the Colony. The Magistrate imposed a fine of \$10 or 14 days' hard labour, and ordered the confiscation of the dagger.

Another Chinese, charged with the unlawful possession of a clasp knife for an unlawful purpose, also pleaded ignorance.

Mr. Smith sentenced him to three weeks' hard labour without the option of a fine, as the defendant was a well-known character to the Police.

FIRE ON A STEAMER. UPPER DECK DESTROYED.

Answering to a fire call from Shamshui, on Monday night, the Kowloon Fire Brigade rushed off to the scene and made valiant efforts to extinguish a fire which had broken out on board the *Hock Lee*, a Chinese vessel. The outbreak occurred in the ship's kitchen and soon enveloped the upper structures of the vessel. Despite the efforts of the fire-fighters, the flames destroyed the upper deck before the fire could be got under control.

The damage to the vessel has not yet been assessed. The ship was insured for \$70,000.

TWO PERSONS MISSING. DINGHY BELIEVED TO HAVE CAPSIZED.

Stating that they were going on a visit to another lighter, a Chinese woman and her son got into a dinghy on Monday night, and have not been heard of since. This was the strange story related to the Police, yesterday, by the husband. The lighter the pair were going to was anchored a few yards away, and it is a mystery where the dinghy has gone, for no signs of it have been found. The husband believes that the dinghy capsized and that his wife and child were drowned.

SPORT.

FOOTBALL. UNITED SERVICES LEAGUE.

Lieut. D. P. Hannam, and Batt. Wilts, presided at a meeting of the United Services League, at Victoria Barracks, last evening, when the following Clubs were represented:—H.M.S.'s *Tamar*, *Ambrase*, *Carlisle*, and *Curlew*, R.G.A., R.E. and 2nd Wiltshire Regiment.

The Hon. Secretary read a letter from the Hongkong F.C. regretting their inability to join the League as owing to the games having to be played in mid-week, it would be impossible to field a team at 4 p.m. on any week-day except Saturday.

An application from the S.C.A. to join the League was refused.

The following entries were accepted:—*Tamar*, *Ambrase*, *Carlisle*, *Curlew*, R.G.A., R.E. and 2nd Wiltshire.

It was decided to run the league on Wednesdays, as all Saturdays, up to March 25th, 1921, are taken up by the Hongkong League.

The League commences on Wednesday, November 3rd, 1920, and is expected to finish in the middle of February, 1921.

THE BLACK STAR LINE. WILL IT LEAD TO NEGROES' PROMISED LAND?

The *Daily Express* New York correspondent writes:—

The American blacks have found a new Moses. He is a British negro from Jamaica, and not American except by adoption. His name is Marcus Garvey, and all America, white and black alike, is talking about him.

Garvey is trying to convert the blacks to a grandiose scheme for the establishment of a vast negro commonwealth in Africa, where all the members of the race who dislike the white man's civilization can flock. It is to be a magnificently enlarged Zion, back-to-Palestine, crusade, which Garvey is planning for Africa. And the American negroes are to be the directors of the restoration. Therefore they are pouring money into Garvey's organization, and are enlisting behind him literally by the million.

Garvey came to America some four years ago. He opened headquarters on 135th street in New York, the centre of the negro district, and he has swept numerous negro masses off their feet by his magnetism and oratory.

He began his career as a publicist in Jamaica, when he was fifteen years old by editing a Catholic newspaper. Then he established "Garvey's Watchman" in Jamaica, and conducted it for five years. Two subsequent years he spent editing a daily paper in Costa Rica.

BACK TO AFRICA.

After that he went to Europe for a time, and now he is in America, claiming to have a world-wide knowledge of negro problems and to have found the only solution in his back-to-Africa movement.

He has organized the Universal Negro Improvement Association, and African Communities League, holding fast to the negro fondness for grandiose titles. There are 600 branches of this organization, with over 2,000,000 members.

The league has recently formed the Black Star Line of goods steamers, officered and manned exclusively by negroes, and having negroes solely as its stockholders. Three ships are possessed by the line.

The most prominent exploit of the Black Star was an attempt to take the last ship, lost off the coast of Cuba on a hurried charter a few hours before the prohibition amendment to the Constitution went into effect.

The boat got to sea with only seconds to spare before prohibition became operative. But something happened that same night. Whether it was a storm or a broadsheet, the ship put back to New York in distress, after having thrown overboard much of the precious cargo.

400,000,000 BLACKS.

Garvey, however, does not care to talk about this mishap. He prefers to look to the future. He says he is planning to open factories under negro ownership which will employ blacks exclusively. He is also arranging to open negro banks. But these projects are only temporary. They will simply be over conditions until Garvey can get his followers lined up for the regeneration of Africa.

There are 400,000,000 blacks in the world, he estimates. These, he tells his audacious, he wishes to persuade to return to Africa and organize for mutual protection. Once that is done, he believes the whites will see the advisability of letting Africa belong to the Africans.

The failure of America's protegee republic, Liberia, to attract the blacks to Africa during its existence of more than seventy years does not discourage Garvey. His plan calls for creating a sort of Vatican for the negro race in Liberia. He desires to call a world convention of negroes and have this convention elect a high potentate, and appropriate \$400,000 for his maintenance.

The potentate would live in Liberia, and be the spokesman of the negroes as the Pope speaks for all Catholics. Garvey says he will try to secure for the potentate the same diplomatic status as the Pope possesses. If he does that the negroes will surely vote Garvey potentate, pope and king all in one.

Angered at the decision of the Burnley directors not to include McGarry, the Dumbarton full back, against Bradford City in the opening game at Turf Moor, supporters of the Burnley Club held "shop meetings" at the works, and decided to boycott the Club, fixing a fine to be imposed on those attending matches. Still 30,000 people saw the match, the boycott not being very effective. Is this an initial experiment in government by Soviet?

SCOTTISH SPORT.

THE RUGBY OUTLOOK IN EDINBURGH.

(FROM OUR OWN CORRESPONDENT.)

September 15th.

The "Old Boys" of the big Scottish schools who are now in the East will be glad to hear that Rugby promises to be even in better case than last year. Some of the veterans are good, of course; they turned out simply to give the old Code a good after-the-war start, among others A. W. Angus has given up the game; G. B. Crole is off to the Sudan; and G. Thom has gone to Canada. But there are a lot of promising men who will carry on the best traditions of the rugged game.

The prospects of last year's Champion team, Heriottians, are particularly bright. The whole of their old side will be available, and with plenty of good reserve material should again take a prominent part. They will be once more under the leadership of G. W. Simpson, with R. Bruce as second in command.

Not many changes are made in the Watsonian team, but they are all important. No club could lose a player like Angus and not be weaker. It may be said of him that he is the last of a brilliant constellation of stars who shone in Scottish Rugby prior to 1914. Another three-quarter to disappear is F. J. C. Moffat, who scored nearly 50 tries last season. And a third absentee will be W. J. Jenkins, who has gone to India. C. S. Nimmo and J. A. R. Selby will still be available.

A year ago the Edinburgh Academicals were a ragged lot; the material was good, but a team had to be built up bit by bit, and matches were lost before that was accomplished. Now they have a good side, and a trained side to take the field. A. T. Sloan, to whom not a little of the success of last season was due, will again be Captain, and his place will be stand off half.

It will be a notable season for the Royal High Schoolmen. They will be on their new ground, Jock's Park, quite close to Pierhill Barracks. All the old team will be available, except the brothers Guy who are gone abroad. D. B. Gray is captain the side, and A. D. Laing will be second.

It is difficult to give an opinion of the Edinburgh University side at this date. A more successful season than last is expected, a number of promising new players are coming up. The South Africans have decided not to run a team of their own, but to play for the University, and this ought to strengthen the club. The Captain is M. P. Atkinson, a forward who got his blue last season, and before the war played for London Hospital and the United Hospitals. John Robinson, the Cumberland forward, and W. L. Hunter will also be playing.

Stewartians are confident of a good time, if the side can continue the form displayed at the end of last season, and in the seven-a-sides. Finlay Kennedy is turning out again, which signifies that Stewart's titles and penalty-kicks will be coveted. His goal-kicking in last year's Inter-District is still a happy memory.

Edinburgh Wanderers expect to do better. J. A. Young, they have an energetic captain, and with forwards like A. Wemyss, J. B. Cunningham, and E. S. Beveridge, the scrum should be a powerful one. The three-quarter includes R. C. Craig and C. C. Mann of last year's Merchriston team, and F. A. Gardiner, from Loretto.

Edinburgh Institution is practically the same as last year, with I. M. Robertson as captain.

THE LEADERS IN THE LEAGUE.

The Senior League threatens to follow its bad old course, with Rangers and Celtic holding the dominating positions. At one time it was thought that Morton might challenge them, but they are a disappointment, and came a bad cropper to Rangers who remain the only first-class club with an unassailable record. Another aspirant to leading honours, Motherwell, was equally unfortunate; their heavy loss to Partick Thistle was one of the shocks of the week. Heart of Mid-Lothian who remain in favour, defeated Clydebank. They have lost only one game, and are improving in form. No better fillip could be given to the League than a powerful Tyneside team, able to challenge the old brigade, Rangers and Celtic. A new challenger may, however, be found in Queen's Park, a young lot who are again showing remarkable ability. Airdrieonians had the biggest victory, and with 11 points for 7 games now occupy second place on the table. Hibernian, by winning at Brockville, furnished one of the surprises, and Albion Rangers gave us another by a decisive victory over Dumbarton.

Aberdeen, 3; Clyde, 0.
Raith Rovers, 1; Partick Thistle, 0.
Hearts, 1; Ayr, 1.
Hamilton, 1; Dundee, 0.
Airdrie, 1; Falkirk, 1.
Hearts, 2; Clydebank, 0.
Falkirk, 0; Hibs, 3.
Rangers, 2; Morton, 0.
Celtic, 2; Hamilton, 1.
Third Lanark, 3; Raith Rovers, 0.
Aberdeen, 0; Ayr, 0.
Airdrie, 0; Clyde, 1.
Dumbarton, 0; Albion Rangers, 1.
Kilmarnock, 1; Queen's Park, 1.
Motherwell, 0; Partick Thistle, 4.
St. Mirren, 0; Dundee, 1.
Hearts, 2; Clydebank, 1.
INTRA-CITY.
Glasgow, 4; Sheffield, 1.

SHANGHAI AUTUMN RACES.

"J.W.M." writing in the *N.C. Daily News*, on October 21st, says:—

ROUND THE TABLE.

A preliminary glance at the entries for the Autumn meeting shows that while there are a whole exceptionally heavy, only a small proportion are griffins, some 40 in all. The Grand National is the best supported event. Possibly the new pony insurance scheme, a very good one from the owners' point of view will be a factor in deciding owners to enter more freely in the future. Many more ponies will jump, than do jump and probably the risk of losing a valuable pony has deterred some owners of late from participating in the most sporting event bar none on the programme. With such big entries of the flat fields promise to be large and keen novices whose opportunities have hitherto been limited should have the chance of their lives.

TALKING OF JOCKEYS.

The great thing for the aspirant to jockeyship honours to do is to turn out on the course as often as he can raise a mount. Owners cannot be expected to offer mounts to men whom they never see in the saddle or to those who, having hitherto equitated entirely on the roads, forlornly remark that no one ever offer them a mount.

Talking of jockeys, everyone will be glad to see that Messrs. J. K. Brand and Hill are back in the saddle; they have both been casualties for the past fortnight. Also talking of jockeys, it is satisfactory to note that the allegation of unfair riding at Kiangwan, on the part of Mr. Heard by a contemporary has now been amicably withdrawn after suitable apology. Everyone who reads the paragraph and who knows anything about local racing and Mr. Heard's record, doubtless realized that the writer had made a mistake. This kind of mistake, however, is distressing for the jockey concerned and should not have been made. Fortunately, Shanghai racing is and has always been singularly free from the methods employed by certain riders elsewhere. Anyway, all's well that ends well and the best of luck to J. H. in November.

I see that cups are being presented by Rear-Admiral Borsari, and the officers of H.M. Ships on the Station. Very sporting of them. "Probably quite a number of ships will find it necessary to visit Shanghai during the first half of November. It's not much fun giving a cup for a race which you do not see run."

SOME NOTABLE GALLOPS.

Turning to yesterday's gallops, full details of which are given below, the outstanding features appear to be the Oriole and Silver Streak's mile inside 2-16, Hongkong Chief's 1 1/4 miles in 2-45-3-8, the Curlew's 1 1/4 miles in 2-47-1-5 and Helter Skelter's mile in 2-14. The three latter are, of course, Leger ponies, Triumph, Jock Scott, Byland and Pilgrim were other old ponies which did good gallops. The next two weeks will doubtless bring others into the limelight so careful perusal of the time table is recommended.

The course yesterday was fairly fast, time hard to take owing to the mist, and hampered out on the grass course. The gallop of yesterday still further confirms my belief that, always provided nothing untoward happens meanwhile, the Oriole will win the Champions. To my mind he stands out as no ultimate Champions winner has stood out during the past training seasons of the past 10 years. Willow Tree during the spring of 1919 and Castledale excepted. The St. Leger will probably remain an open race to the end. There appear to be six ponies with a really good chance, and there are at least four more which might upset calculations. It is these very uncertainties which add to the joys of racing.

THE FIRING ON THE CANTON EXPRESS.

BY ACCIDENT RATHER THAN DESIGN.

The firing of the Canton-Kowloon express on Sunday is reported to have been due to a skirmish between Kwangsi and Kwangtung troops at Shum-chun in the afternoon. It is believed that the firing at the train was not a premeditated and deliberate act, but the result of stray bullets. A passenger, speaking to a representative of this paper, mentioned that he saw several dead bodies scattered about the Shum-chun Station compound. There were crowds surrounding the station. It is announced in our advertisement columns that the through train service to Canton has been suspended and this has enabled additional trains to be run over the British section. The Police guard in the New Territories has been strengthened with a view to preventing skirmishes between Chinese soldiers taking place in British Territory.

A Home paper states: A well-known actor raises a golfing question. He was playing recently, when his ball disturbed a wasp's nest. One of the wasps stung him behind the ear, but only slightly. Later, when he was making a critical stroke, he was stung in the side, and the pain caused him to drop his club, the ball only going a few yards. He wanted to know what rule applied.

LANE, CRAWFORD & CO. THE SPORTS OUTFITTERS.

LARGEST SELECTION IN THE EAST.

BOXING GLOVES
"SPALDING'S"

CANVAS
CRICKET BAGS

THE "FORCE" BAT

NEW STOCK

SPICE GUARANTEED

O. K.

2x 8x 1x

J. B. HOBBS

FAVORITE DRIVER

SLAZENGER'S
TENNIS RACKETS

GUNN & MOORE'S

FAMOUS

"AUTOGRAPH"

BATS

ARE DUE TO
ARRIVE ON THE
26th INST.

TAYLOR'S
LAWN BOWLS

ILLUSTRATED

SPORTS PRICE LIST

FREE

ON APPLICATION

SPECIAL TERMS

TO

CLUBS & COLLEGES

BOYS
CRICKET BATS



REPAIRS
A SPECIALITY.

TENNIS BALLS

BY

ALL THE LEADING
MAKERS

FOR HARD OR
GRASS COURTS
IN TIN BOXES

MEDICINE
BALLS

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

OLSINA WATER PAINTS

made by

MANDER BROTHERS
WOLVERHAMPTON.

These well-known TEMPERA PAINTS are remarkably suitable for the interior decoration of any building.

They are also washable in a few weeks after application.

Shade books of colours kept in stock can be obtained from the SOLE AGENTS for HONGKONG and SOUTH CHINA.

LANE, CRAWFORD & CO.

HONGKONG.

[469]

JUST RECEIVED

BROADWOOD
PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

[117]

Wm. Powell Ltd.
TELEPHONE 346

FOOTWEAR THAT TREADS
IN THE
FOOTSTEPS OF FASHION:

FOR

WALKING

GOLFING

SHOOTING

BUSINESS

DAY AND EVENING WEAR.

AGENTS FOR

"KELTIC" AND "SAXONE"



NEW ADVERTISEMENTS

NOTICE

WE have this day established ourselves as General Merchants, with Offices at Prince's Buildings.

R. D. WILKS & CO.
Hongkong, October 26th, 1920. [1689]

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of the HONGKONG BOXING ASSOCIATION will be held at the Kiu at 8.30 p.m. on THURSDAY, the 4th day of NOVEMBER, 1920, at 8.30 p.m. for the following purposes—

1. To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of September, 1920.
 2. To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1920-1921.
 3. To appoint an auditor.
- By Order of the General Committee:
GEORGE G. K. TINSLEY,
Hon. Secretary and Treasurer.
Hongkong, October 26th, 1920. [1690]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM KOBE & MOJI

THE Steamship

"LAISANG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st Nov., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, October 26th, 1920. [1691]

NOTICE TO CONSIGNEES

S.S. "VENEZUELA" VOY. 18-OUT
FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godown at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby informed that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Nov. 30th, at 10 a.m.
All claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.
No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Nov. 30th, will be subject to rent.
No Fire Insurance will be effected.
Consignees are requested to send in their bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY
Hotel Mansions,
Hongkong, October 26th, 1920. [1692]

LADIES' NEWS.

WE are exhibiting from WEDNESDAY, OCTOBER 27th, an exquisite collection of LATEST STYLE Dresses, Cloaks, and diverse Ladies fashions, which are incomparable. An early visit will give YOU the opportunity to see everything and get the best choice. As the exhibition will only last one week, it will be advisable for YOU to give us a call as soon as possible.

KOMOR & KOMOR,
Alexandra Buildings.
[1693]

OLD ALLENYIAN DINNER.

IT is proposed to hold a DINNER on SATURDAY, the 30th of NOVEMBER, 1920. Will all Old Alleynians wishing to attend, send in their names to the undersigned as soon as possible.

It is hoped that all "Old Alleynians" both in Hongkong and Canton will participate.
Time and place will be notified later.
B. L. DENNIS,
Hon. Secretary,
Old Alleynian Society.
[1673]

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January 1919, for Straits \$1,738.81 (Straits Dollars One Thousand Seven Hundred and Thirty-eight and cents Eighty-one), invested in War Loans Investment Trust of Malaya issued in the name of Mr. THOS. SHAN has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretaries and Treasurers,
O. MONTAGUE EDIE,
General Manager.
Hongkong, October 12th, 1920. [1622]

INTIMATIONS

KOWLOON-CANTON RAILWAY.
(Bathurst Station).

NOTICE

THE Public is notified that until further notice on account of the present unsettled conditions at Canton the Through Train Service is suspended from this date, and ADDITIONAL LOCAL TRAINS will run as follows—

East Ferry leaves	8.45 a.m.	Shum Chun dep.	10.19 a.m.
Hongkong	8.58	Shung Shui arr.	10.24
Kowloon	9.02	Shung Shui dep.	10.28
Yau Ma Tei	9.07		
Shatin	9.14	Fauling	arr. 10.29
dep. 9.15		dep. 10.30	
Tai Po	arr. 9.27	Tai Po	arr. 10.38
Market	arr. 9.30	Market	arr. 10.40
Tai Po	arr. 9.32	Tai Po	arr. 10.42
Fauling	arr. 9.40	Shatin	arr. 10.55
dep. 9.41		dep. 10.56	
Shung Shui	arr. 9.43	Yau Ma Tei	arr. 11.00
Shum Chun	arr. 9.50	Kowloon	arr. 11.12

By Order,
H. P. WINSLOW,
Manager.

Kowloon, October 26th, 1920. [1688]

NOTICE

THE BRITISH COMMONWEALTH INSURANCE CO., LTD.
(Incorporated in England).

HAVING been appointed FIRE AGENT in Hongkong, Canton, Macao and Swatow by the above-named Company we are prepared to issue Policies at current rates.

UNION TRADING CO.
Prince's Buildings,
Hongkong, October 23rd, 1920. [1671]

NOTICE

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scrips for SHARES in the undermentioned Companies, the Securities of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars of the names of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen—
Script No. Numbers. Holder's Name.
7017 50 29301/29350 C. P. Chater
7590 50 37084/37133 M. S. Samsom
8338 100 42869/42968 Li Chok Yuen
5910 25 1251/75, 18959/59 S. Fenwick
5911 25 59088/117 H. H. Fenwick
7754 9 64757/758 S. Fenwick
8411 5 71841/842 E. Mitchell
6603 15 44670/884 Mrs. E. C. Champenowse
7789 4 66739/36742 P. F. H. Hodge & A. F. Harris

(Signed) FRED ELLIS,
c/o FRASER & NEAVE & Co.,
Hongkong, September 25th, 1920. [1538]

G. R.
PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,

On TUESDAY,

the 7th December, 1920, at 11 a.m. within the

Camber, at Naval Depot, Kowloon,

H.M. TUG "ST. SAMPSON".

Length between perpendiculars ... 135 ft. 6 in.

Breadth, extreme ... 30 " 9 "

Depth under side of 6 in. bar keel ... 16 ft. 7 in.

to Upper Deck ... 16 " 16 "

Tonnage according to British Rules, Gross ... 451 " 01 tons

Nominal Displacement ... 550 tons

At mean draft of ... 13 " 10 in.

Present mean draft ... 10 " 9 in.

Where ... Hongkong

When ... September, 1919.

By whom H. K. W. Poon Dock Co., Ltd.

Materials of Construction—

Wood ... Fittings in Cabin, etc.

Iron ... General Fittings on Deck, etc.

Steel ... Hull, Bulkheads, etc.

Decks ... Forecastle, Upper and Lower

A single screw steel steamer of H.M.P. 1200

fitted with internal electric lighting at 100

Volts.

Built under Lloyd's survey, 100 A.I. for

towing purposes.

Port of Registry, Hongkong.

To be sold as she now lies at H.M. Dockyard,

Hongkong. A detailed list of fittings to be sold

with the Ship may be seen at the Office of the

Naval Store Officer, H.M. Dockyard, Hong-

kong, and structural and other particulars can

be obtained from the Chief Engineer, H.M.

Dockyard, Hongkong.

The Vessel is now on view between the hours

of 10 a.m. and 4 p.m. Inspecting orders can be

obtained on application to the undersigned.

On presenting inspecting orders to the Pier

Master in the Dockyard the persons named

thereon will be conveyed to and from the Ship.

The Ship may not be heeded from a private

boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the

Admiralty. [1606]

PALACE HOTEL KOWLOON
Corner of Halphong & Hankow Roads
Tel. 411.

TWO Minutes from Ferry and Railway
station. This Hotel which has just been
completely renovated, and refurnished, is
now up-to-date in every respect and under
English Management.

Ordnance under personal supervision of the
Proprietor.

BAR and BILLIARD ROOMS,
TERMS MODERATE.

Special Arrangement for Families on
Application to—
J. H. OXBERRY,
Proprietor.
[17]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE insertions. If they do not exceed 25 words in number and are prepaid.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisements requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P, Q, AD, AP, AW, BF, BH.

WANTED.—Position by a YOUNG MAN with good knowledge of English, holds matriculation certificate, and has had business training. Apply to Box 21, Daily Press Office.

H. P. WINSLOW,
Manager.

Kowloon, October 26th, 1920. [1688]

TO LET.

WITH immediate possession. Excellent FURNISHED FLAT Three Rooms, Queen's Road Central.

Apply—
PERCY SMITH SETE & FLEMING,
5, Queen's Road Central. [1681]

NEW 6% FRENCH GOVERNMENT LOAN.

IN BONDS of Frs. 100 each issued at par. Interest payable twice yearly, on June 15th and December 15th.

First coupon due on June 15th, 1921. Applications will be received from October 20th, up to November 25th by the—
RUSSO-ASIAN BANK,
R. RODGERS,
Manager.

Hongkong, October 15th, 1920. [1686]

NEW FRENCH GOVERNMENT LOAN 6%.

Not Redeemable

PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 15th June and 15th December; first semi-annual interest to be paid on 15th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th October, up to the 25th November next.

BANQUE DE L'INDO-CHINE,
L. BEBINOAGUE,
Manager.

Hongkong, October 14th, 1920. [1629]

BANQUE INDUSTRIELLE DE CHINE
(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fr. 105,000,000.00

The organization of the Bank enables it to open CURRENT ACCOUNTS and to accept (4) DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted.

AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars to—
HONGKONG BRANCH,
Queen's Building, 5, Chater Rd.
[1488]

A. G. DA ROCHA
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURES.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 24 D'Anglais Street, Telephone No. 2932.

FAVOURED with instructions from

Captain THURWELL will sell by Public

Auction on THURSDAY, October 29th, 1920,

at 2.30 p.m. at his Sales Room.

One Ford Motor Car.

(6 Seater) recently overhauled and in good

running order.

Terms—Cash on Delivery.

INTIMATION

Its high standard of quality

has made, and maintains, its

great reputation.

WATSON'S

E

WHISKY

is the same to-day as 40

years ago—mellow with good

old age—fine bouquet and

flavour.

A. S. WATSON &

CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

Hongkong Office: 104, Des Voeux Rd., C.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG: OCTOBER 27th, 1920

CALIFORNIA AND THE JAPANESE

"The progress of the anti-Japanese movement in California is seriously watched here (Japan), both by Government and people. It is carried too far the outcome is hard to tell."

These words form part of a message cabled recently by Viscount KANAKO, President of the America-Japan Society to Mr. FRANK A. VANDERLIP, President of the Japan Society in New York. Another message sent to the State Department at Washington, by the American Associations of Yokohama and Tokyo, acquaints the American people with "the intense feeling aroused throughout Japan by the present action in California, which is threatening the destruction of the traditional friendship and the future estrangement of the two peoples."

There has certainly been quite a lot of bellicose writing on the subject in the Press of Japan. One General has been dilating at considerable length in the columns of the *Hochi Shimbun* on the theme: "If America and Japan went to War," in which the general conclusion seems to be reached that Japan would have nothing much to fear. There is a long way to go, however, before things come to that pass. The hostility of the people of California towards Japanese immigration is an old story, but it has recently taken on a new phase. Some years ago Japan met American objections to wholesale immigration into the States by consenting to restrictions embodied in what is known as the "Gentlemen's Agreement." But the Americans of the Pacific Coast have been far from satisfied. Though California takes the lead in the anti-Japanese agitation, it derives encouragement from the other States along the Coast, and the feeling in Japan is that if California succeeds in enforcing its anti-Japanese legislation the States of Oregon and Washington will follow suit. California is, seeking to dispossess the Japanese of their vested interests in the land, and the campaign generally follows the procedure which led up to the exclusion of the Chinese. A referendum on

the subject is to be taken on November 2nd. According to Viscount KANAKO, the total number of Japanese immigrants settled on the Pacific Coast of the United States is about 80,000 of whom about 40,000 are engaged in farming. They furnish the markets not only of the Pacific and Western States but many of the Eastern States as well with produce valued at something like 60,000,000 dollars a year. They are admitted to be excellent farmers, hard-working and very industrious. The problem is racial rather than economic. The complaint is that they do not "assimilate" like other immigrants into the States; they do not become Americans, but remain Japanese, creating purely Japanese villages, and trading largely among themselves. On the other hand it is contended that the Japanese in America have never shown themselves hostile to America; they have respected the flag, and have proved themselves law-abiding. Viscount KANAKO, their champion in Japan, has contrasted their peaceable behaviour, their loyalty and active support of the American Government during the war with the conduct of America's German population, which was, as everybody knows, the very reverse of all this. But to get the contrast perfect, we want to know whether if America were as was with Japan, the Japanese resident in America would be loyal to America—or, like the Germans, more loyal to their motherland? No one disputes that the Japanese in America are industrious, peaceable and law-abiding citizens; but their very industry combined with the steady growth of the population, assisted by what is known in America as the "picture-bride" system of marriage, form in the eyes of most Americans the deadly peril to the interests of the white race in the country. It is not a question which California alone can settle, for the agitation has taken a form which is in conflict with the Federal Constitution, and we are inclined to agree with the view that whatever action California may take, there can be no doubt that the vested rights of all Japanese legally resident in the United States, and of all persons of Japanese race who are by birth American citizens will be safeguarded by the operation of the Federal law; for the Constitution clearly controls the whole question, and until the Constitution is amended Japanese who are legally in the United States under the treaties existing with Japan cannot be dispossessed of their rights and privileges. That, at least, is the contention made on their behalf, and steps have already been taken to test the question in the Courts. We shall doubtless hear much of this question in the coming months.

We learn from the *Yellow Dragon* that Mr. R. E. O. Bird, M.A., is to be Head Master of Queen's College during the absence on leave of Mr. Tanner.

The President of China has written a book on "The Chinese Republic after the World War." The work has been submitted to the Cabinet before publication.

Several men in Government Service received cables yesterday, announcing the happy fact of a reunion with their families some time in December. A large number of births have been secured on the *Bremen*.

Among the passengers who left yesterday, on the *Monteagle* were the Hon. Mr. John Johnston, Mr. O. T. Bowring, Acting Maritime Customs Commissioner, Holloway, and Mrs. Bowring, Mrs. G. E. Costello, and Dr. G. Thomas.

A farewell dinner was given to Mr. B. Tanner, Head-master of Queen's College, yesterday evening, by Mr. Lee Hy-ann at his residence on the occasion of Mr. Tanner's departure for England, on leave. The members of the European and Chinese Staff of Queen's College were also present and a very enjoyable evening was spent.

For the week ended, October 23rd, there were reported in the Colony one case (one death) of plague; one case (one death) of diphtheria; two cases (one death) of enteric fever; one case of paratyphoid fever; one case (one death) of cerebrospinal fever and five cases (five deaths) of influenza. One case of enteric fever and one case of paratyphoid fever were reported on Monday.

The Health Officer of Shanghai reports: The Public Health so far as Shanghai is concerned may perhaps be summed up by saying that we have come through the summer very well. Though cholera threatened, the incidence of acute diarrhoea of cholera type has never been more than moderate, and has scarcely caused any abnormal increase in the mortality rate. Latterly there was an increase in dysentery, of which disease 13 cases and 4 deaths were reported among the resident foreign community.

The Shanghai Municipal 6 per cent. sterling loan of 2,750,000 has been fully subscribed and the subscription list closed. The Municipal Council is now raising a 7 per cent. loan in local currency, debentures being issued at 92 1/2 per cent.

We regret to learn from Japan papers that Mr. A. Gregory, of Messrs. Jardine, Matheson & Co.'s Yokohama house, was knocked down by a train near Shiota, near Kobe, on October 15th, the previous night, and so badly injured that he died soon afterward. Mr. Gregory was returning home after a reception to the crew of the submarine supply ship *Titanic* at Captain Watson's residence. He and his friend, Mr. A. B. Elton, were walking home together. Mr. Elton narrowly escaped being injured. Mr. Gregory is survived by his widow and a four months' old baby, both of whom are now in Yokohama.

MOTOR PROSECUTIONS.
COMMANDER KILGOUR FINED.

Before Mr. G. N. Orme yesterday, Commander Kilgour, R.N., appeared to answer a summons for (1) leaving motor-car No. 598 unattended in Pedder Street, at 2 p.m., on October 11th, and (2) driving the said car through Ice House Street (Brokers' Alley) without a permit, on October 13th.

Commander Kilgour admitted the charges, but said that he was ignorant of the regulations, which were put in force during his absence from the Colony. He had been away for over two months. He left the car unattended only for a few minutes.

For the Police it was stated that cars were not allowed to be left unattended in Pedder Street until after 5 p.m. "Commander Kilgour's car was left outside the Hongkong Hotel for about 25 minutes. This regulation had been in force for about four months now and was published in all the papers.

The Magistrate fined Commander Kilgour \$5 on both charges.

MAJOR STURGES CAUTIONED.

Major Sturges, R.G.A., who last week failed to appear before Mr. N. L. Smith to answer a charge of driving a motor-cycle in Kennedy Road, the road being closed to traffic, was before the Court yesterday.

CABLES.

LATEST CABLES.

(THROUGH RAUTER'S AGENCY.)

DEATH OF FASTING LORD MAYOR.

ON SEVENTY-FOURTH DAY OF HUNGER-STRIKE.

LONDON, October 26th.

The death is reported of Mr. MacSwiney, the Lord Mayor of Cork, who was hunger-striking in Brixton Gaol.

LATER.

Mr. MacSwiney died in Brixton prison at 5.20 this morning—the seventy-fourth day of his hunger-strike.

After a brief conscious interval, he lapsed into unconsciousness last night. Mr. MacSwiney recently had repeated attacks of indigestion, and was given nourishment by the prison authorities, but was so unfeeling that it had little effect.

127 COUNTS.

INDICTMENT AGAINST MESSRS. ARMOUR'S.

New York, October 23rd.

A Federal indictment containing 127 counts has been returned against Messrs. Armour's of Chicago, who are charged with violating the anti-profiteering-Lever Law in selling New Zealand lamb.

It is reported from Pittsburgh that the Federal District court of justice in rendering the decision declared that the fourth section of the Lever Law was unconstitutional.

MINERS' STRIKE.

MORE HOPEFUL OUTLOOK.

CONSTANTINOPLE, October 24th.

Besides the Premier, Mr. Bonar Law and Sir Robert Horne were present at this morning's conference. It is understood that the Government has arrived at a new basis which, if acceptable to the miners, is likely to provide a satisfactory settlement.

The miners' representatives are reporting the result of conference to the miners' executive this afternoon.

The continuance of the discussion is officially regarded as a hopeful sign.

CONFERENCE RESUMED.

LATER.

After an hour and a half's discussion at the headquarters of the Miners' Federation, this afternoon, Mr. Frank-Hodges said that the conference between the officials of the Federation and the Premier will be resumed on the morning of October 28th.

"SPIRIT OF CHEERFULNESS."

LONDON, October 26th.

The continuance to-day of the informal conversations between the miners and the Ministerialists, which began yesterday, brought a tone of optimism into the situation.

Mr. Frank Hodges and Mr. Robert Smillie, in a brief interview, intimated that the spirit of cheerfulness is going to be maintained. Nevertheless, it must be remembered that actual negotiations have not been resumed, although the conversations have been preparing the way for the resumption. Anyway, the strike is likely to last through the week for even when an agreement has been reached a fresh ballot is now declared to be necessary. Meanwhile, a hopeful sign is reported to be the intention of the Government not to proceed immediately with the Emergency Bill, which is bound to raise a heated opposition in the House of Commons and complicate the chances of a settlement.

EARLIER CABLES.

AMERICAN LABOUR SUPPORTS BRITISH COAL-MINERS.

New York, October 24th.

The Central Federated Union proposes to coal-miners in Great Britain by hampering the exportation of coal and has passed resolution asking the Government to resort to war-time control of distribution. The Longshoremen's Union has announced it would urge its fellow-workers not to load coal exports what is necessary to the requirements of vessels.

LATEST CABLES.

NATIVE RISING IN PORT ELIZABETH.

DETERMINED ATTACK ON POLICE STATION.

PORT ELIZABETH, October 25th.

Following the arrest of a native leader, a crowd of natives rushed to the police station. The police offered a stubborn resistance and were ultimately driven out. This necessitated calling reinforcements of soldiers who opened fire and ultimately dispersed the mob. The casualties were fifty, of whom fourteen were killed, including two Europeans.

ANOTHER ATTACK.

LATER.

After being driven off from the police station, and pursued from the city, the natives held mass meetings in their villages in the outskirts of the city.

The following day they twice attacked the police station. The police were ultimately forced to fire, killing one and wounding seven. Others attempted to fire a huge petrol store and succeeded in cutting all the telegraph and telephone wires, except those going to Cape Town.

Reinforcements are being sent up from Cradock and Grahamstown. The city is now quiet.

The total casualties were 21 killed and 41 wounded.

EARLIER CABLES.

SWEDISH CABINET.

KING SUGGESTS NON-PARTY BODY OF EXPERTS.

STOCKHOLM, October 24th.

After conferring with the leaders of the Conservative and the Liberal parties, the King requested Baron Louis Degeer, Governor of the province of Christianstad, to form a non-party Cabinet of experts.

THE REASON FOR THE RESIGNATION.

STOCKHOLM, October 23rd.

The Cabinet's resignation is due to the refusal of the Liberals to co-operate with the Social Democrats in the formation of a Coalition Government.

FRENCH TRADE.

INCREASE IN EXPORTS.

PARIS, October 24th.

The French imports for the first nine months of 1920 are valued at 27,189,000,000 francs, and the exports at 10,500,000,000 francs, showing increases of 2,500,000,000 francs and 8,850,000,000 francs, respectively, as compared with the corresponding period of 1919.

The Social Democrats did not obtain an absolute majority in the recent elections.

FAR EASTERN CABLE NEWS.

(THROUGH RAUTER'S AGENCY.)

THE NEW SINO-AMERICAN TREATY

WASHINGTON, October 23rd.

The State Department explains that the treaty concluded between the United States and China providing for graduated increases in Custom duties on imports to China of tobacco, sugar, spirits, and luxuries, instead of the present flat rate, is designed to effectuate as regards imports to China the revised tariffs recommended by the International Tariff Commission of Shanghai of 1918. These schedules were accepted by the other parties to the treaty in 1903, under which import duties to China were limited to 5 per cent. ad valorem.

A CORRECTION.

LONDON, October 22nd.

In yesterday's cable referring to the Sino-American Treaty, read "imports into China."

HELENA MAY INSTITUTE.

The Rev. G. J. Williams has returned from Canton, and will continue his address on "The Person of Jesus" at the Helena May Institute, this afternoon, at 5.30 p.m.

OUR LONDON LETTER

THE PUBLIC AND THE LABOUR CRISIS—OVER COAL.

THREATENED STRIKE FAILS TO CAUSE ALARM.

(FROM OUR OWN CORRESPONDENT.)

LONDON, September 16th.

It is a remarkable fact that in spite of the imminent danger of a coal strike, which would inevitably involve the stoppage of industrial undertakings all over the country, and cause untold misery and suffering, the public are apathetic. At another time this question would have aroused the keenest excitement. Perhaps it is that the country having gone through the horrors and the dangers of the war, capacity for emotion has become exhausted. After Armageddon even the threat of miners to down tools is unable to dismay.

Of course this attitude of the people has certain advantages. The temper which keeps a nation from panic, or from rising up to meet trouble half way, is just the equable temper which should see us safely through all our post-war difficulties. Many a time in our rough island story we have turned awkward corners simply because we have been able to keep calm in the face of danger to the commonwealth.

THE EXTREMISTS.

There is, however, one risk of a particularly grave character, which has to be considered—the risk that the active and highly organised minority of extremists who are at the bottom of Labour unrest might gather enough force to cause real mischief. In political movements a well-organised minority has been known to dominate the actions of a disorganised multitude, and moderate men have had to look on helplessly while the revolutionaries set the pace.

Fortunately in the present crisis the country is behind the Government. The temper of the people is such that if the Prime Minister were to appeal for support at a General Election the Coalition would be returned without any doubt whatever. The Trade Union leaders know this well enough, and they are quite enough to realise that their defeat on a first-class issue like the nationalisation of the mines would be a serious blow to Labour as a political factor.

ULTIMATE AIMS.

Meanwhile, the general body of citizens perceive what are the ultimate aims of the men who are engineering these incessant upheavals among the workers. Either blindly like fanatics, as some of them are, or by design, these extremists are striving to give effect to the scheme of international revolutionaries. This much is well-known and understood. And there is confirmation of it in the disclosures this week that the *Daily Herald* has received £75,000 for propaganda from the Bolsheviks. The paper admits the fact, although a couple of weeks ago the charge was positively and specifically denied.

Whatever the British workers may desire they certainly do not want to submerge their country in the chaos which has overwhelmed Russia. There is a growing suspicion among them that they are being fooled. On the question of the coal strike it is significant that a quarter of a million miners voted against a stoppage.

The air mail service between here and the Continent is now well-established. Any Post Office will accept letters, postcards, printed papers, commercial papers and samples, whether registered or unregistered, for transmission by air. The charges are as for ordinary postage in addition to an air fee of 2d. per oz. for Paris or Brussels, and 3d. for Amsterdam. For a further 6d. per packet, delivery by express messenger is ensured.

Correspondence posted in London in the morning is delivered in Paris in the afternoon. If it is sent by the afternoon service it can be delivered the same evening on the express rate being paid. Brussels delivery takes place in the afternoon, and express packets for Amsterdam, The Hague, and Rotterdam are delivered the same day as posted. This rapid transmission of mail matter enables firms in London to effect considerable economy in telegrams. This week I heard of a business house with connections in Holland where the saving is at the rate of £100 per annum.

There is, further, the interesting point that correspondences which miss the Thursday evening mails for Egypt, Aden, India, Straits Settlements, Hongkong and China will secure the connection if posted by air mail from London to Paris on Friday morning.

Announcement is made that "Cox's" are proposing to migrate to new premises of a palatial character, and that the site of the present offices is to be sold. The famous firm of Army agents began business in quite a small way in the unpretentious building at the Charing Cross end of Whitehall which is known to British officers all over the world. Their operations were at first confined to the collection and disbursement of officers' pay, but after the South African war the business began to expand.

When the European war broke out the business increased a thousand-fold, and in order to cope with it the historic Harrington House in Brays Court was taken over. These premises were sufficient for the emergency, but are unsuitable for permanent offices. Now they are to be disposed of, and the firm are going to find a home at the corner of Pall Mall and Waterloo Place.

AN INGENUOUS DODGE.

An engineering friend tells me of an ingenious method which has been adopted by an electric-lighting company in laying underground cables. Pipes were laid down under the streets with manholes at intervals in the usual way, and when the cable was to be drawn in a man stood inside one manhole with two traps, or cages, one of which contained a rat and the other a ferret. A second man was at the next manhole.

When everything was ready the first man liberated the rat into the pipe. A few seconds later he released the ferret, fitted with a light set of harness to which was attached a thin string. As the rat and ferret came out at the next manhole they were severally caught. The string drawn through by the ferret was then utilized to draw a rope, and this in turn was used to draw the cable through.

THE IRISH DRAMA.

Strange stories of what is happening in Ireland are contained in private letters. A good many things that reveal the almost incredible state of things never get into print. Here is a typical case in point.

After the murder of five policemen near Ballaghaderreen, Co. Roscommon, which was duly reported in the Press, one of the assassins was shot dead. The attacking Sinn Féiners immediately formed a guard over the body and refused to give it up to the troops that soon arrived on the scene. Gradually more troops appeared, being rushed up on motor lorries, but bands of armed Sinn Féiners also appeared, though how they were summoned instantly from all over a wide district is a mystery. It looked as though a pitched battle would be fought over the corpse in the roadway, but happily several local priests arrived and induced the officer in charge of the military to give up the body, which he had claimed for a Coroner's inquest.

The sequel to this was on the following night when police and military raided Ballaghaderreen and burnt down the drapery premises of Mr. Martin Fitzgerald, who happens to be the chief shareholder in the Dublin *Freeman's Journal*, doing damage estimated at £70,000.

LIKE A FILM STORY.

The story is very like a film drama. There is a midnight attack, the police being ambushed, the shooting, the swift gathering of reinforcements on either side prepared to fight for the possession of the body in the road, and then as a climax the intervention of the priests. The subsequent attack on the drapery store as an act of revenge is just the touch that places the melodrama outside the range and scope of a cinema play, and makes it political—and Irish.

WAR ON RECKLESS MOTORISTS.

The change in the attitude of the police towards motorists is hailed with satisfaction. Police "traps" on safe stretches of country roads in order to catch motorists exceeding the speed limit was in practice merely a nuisance, interference seeing that the reckless driver who was a danger to himself and everybody else was allowed to escape attention in busy streets.

In fact the police plan is to ignore the speed limit where fast travelling causes no danger to the public. Instead, safety is to be the prime consideration. It is believed that the new policy will enlist all the best type of drivers on the side of authority. The vast majority of motorists desire to maintain the amenities of the road, and nobody detests the "road hog" more than they. The really objectionable people are in a minority and it has been well said that the most effective way to deal with them is to create such a healthy public opinion that they must conform to good manners or find themselves ostracised.

—H.B.

Writing in the *London Morning Post* recently, a contributor states: "A miner, down a shaft in Glamorganshire, walked into a garage one day last week and, after glancing round at the motor-cars, pointed at one which was marked for sale and asked what the price was. He was told that it was £200. 'I'll have it,' he said, and putting his hand in his pocket he pulled out a great packet of five pound notes. He found he had only £250 on him. He promised to send on the ten pounds that were owing, and getting into the car, he drove off."

A MINER'S EXPERIENCE.

WAGES AND SLACKNESS.

A working miner states:—Two years ago I was a clerk at £2 10s. a week, married, and with a family. Life on £2 10s. was very narrow and mean. It appeared to me that up to a point a man who was willing to take his coat off could earn more money than by keeping it on. I determined to take mine off.

I obtained employment at a colliery as a pumpman. A gratifying improvement at once took place. I received £3 10s. 8d. a week, under the last Government award advanced to £4 8s. 6d., and my house coal supplied at the rate of from 3s. to 11s. per ton. I hesitated before becoming a miner, and was very nervous for some time after, and my muscles, unused to manual labour had to take a severe grueling, but I have won through and those things trouble me no more.

The miner's lot is a hard one, and personally, only the financial attractiveness, or a sense of public duty, would ever induce me to accept it. It is admittedly perilous work, with a high death and accident rate. The miner is shut away from the fresh air and God's sunshine for seven hours a day. I had not been at my new employment long before it was forced on my observation that an excessive amount of idling took place, amounting to almost a positive scandal.

I have worked on both the night and the day shifts. The slackening evil is not quite so acute on the day shift owing to stricter supervision. On the night shift, the first hour goes by without anyone doing a stroke of work, and in the last hour the shift takes its toll. The first hour, rarely, would anyone be found working. An interval for food is, of course, necessary, this would generally absorb another hour. Those who are really working are very few. Much the same takes place on the day shift, but not to quite the same extent.

My responsibility as a pumpman is to keep water out of a district in order that colliers may have a fairly dry working. Colliers may make a general statement of indignation to work, hinder the colliers, by not "keeping water down." Hence the colliers, instead of doing their own work of heaving the coal, have to desist in order to get their working-places clear of water which has accumulated through our inaction. I have ventured to remonstrate, but I was told "It doesn't matter what we do, we only get the same wages, whether we do little or much," and "You mustn't kill yourself."

The miner's case for an advance of wages is justified up to the hilt, both on the grounds of a substantial rise in the cost of living, since the last advance, and another rise foreshadowed for the winter, and also in connexion with what has been awarded to others, notably the dockers. The dockers have been awarded a minimum of 16s. a day to meet the cost of living. The miner's minimum is 14s. 9d. a day. Surely the miner with the added risks and hardships of his calling is entitled to the same payment.

It is necessary here to state the distinction between a miner and a collier. Miners are men engaged in underground transport and general maintenance and repair work, and handling the coal on its reaching the surface. A collier is a man actually heaving the coal. In round figures, miners are only one-third of the total number employed, and generally work on piece-rates. The remaining two-thirds, with rare exceptions, are on wages, and in what is called "a good place," may earn from £7 10s. a week up to £11 in "a bad place," he will be on the collier's minimum, 17s. 8d. a day. His position is liable to constant change. He may be in a good place for a few months and then go to a bad place, and vice versa. The wage claim then has the greatest effect on day-wage men.

The wage claim is a just and equitable one, but the interests of the community, whose welfare they profess sincerely to consider, and the retention of our place in the world's markets, a very much more adequate return should be given in exchange for the wages paid. That something is very seriously wrong is abundantly evidenced by the information disclosed, that, comparing 1919 with 1912, 70,000 more men are engaged in and around mines, but 40,000 tons less coal is raised compared with 1912.

What are the causes and what are the remedies? These questions should be thoroughly thrashed out in the negotiations that will take place. The Federation leaders, who are men who worked in their mining days much harder for much less money than present-day miners are willing to do or accept should join hands with the Ministry of Labour in a vigorous and powerful campaign of propaganda and publicity with the object of raising output. Factors causing decline in output are excessive devotion to sport and amusement, champagne outings, drink, and persistent absenteeism for trivial reasons, usually by the same young unmarried miners. On a recent Friday the attendance at the pit where I am employed was 428, the next day 363. Out of the 75 men absent, probably only 25 could have given satisfactory reasons.

PEACE CUSTOM REVIVED.

CONSTANTINOPLE, August 24th. Yesterday an ancient Byzantine custom by which a representative of the Sovereign solemnly announced the conclusion of a victorious peace to the head of the Orthodox Church, was revived. The Greek High Commissioner at Constantinople, accompanied by his staff, entered the Phanar (the chief Greek quarter at Stamboul, where the patriarchate is situated), and on behalf of the King of the Hellenes announced the conclusion of peace with Turkey to the acting Patriarch and the principal clergy, at the door above which the Patriarch Gregorius was hanged by the Turks in 1691.

SMUGGLING WHISKY INTO THE U.S.

20,135 A QUART.

A correspondent writes to *The Times*:—On the Canadian frontier at Windsor, across the river from the city of Detroit, an enormous traffic in liquor has been going on for the last seven months.

Money has been flowing freely and fortunes have even been built up in the short space of a few months by those who have been ready to facilitate the transport of whisky and other forbidden beverages across the water into Michigan. The city of Windsor, too, has been among the profiteers from this trade, for from the first of the year up to the beginning of August it had collected the sum of \$258,500 (\$24,500) by way of fines from those found illegally in the possession of liquor.

A cottage on the river front, a touring car, or a bank account of \$3,000 (\$1,200) are some of the tempting baits which have been held out to those willing to engage in the work. These, we are told, are but average offers, and it is not to be wondered at that the good people of Essex County, Ontario, have succumbed to the prospect of such easily-earned wealth. Among those who have been recently attracted on a charge of violating the Ontario Temperance Act is the worthy mayor of the town of Amherstburg, a small place on the River Detroit within a few minutes' sail from the United States. The disappearance of 112 cases of whisky from the mayor's possession is the basis of the charge.

Although Ontario is "dry," it is not yet "bone dry," and private persons are allowed to secure liquor for their personal use. The supervision of the licence officials, therefore, falls on those who are purchasing large quantities. Recently a woman had sent to her 20 cases of whisky. She had bought 40 cases and nine barrels since January 1st. When brought before the inspector she claimed that she had consumed the whole 40 cases drinking as much as five quarts a day. But her word was doubted and the 20 new cases confiscated by the Government.

Once the liquor has been purchased and brought in safely to Windsor or some other town on the frontier, there arises the problem of getting it across the river. This is generally done by night. Those who have liquor for sale wait in hiding like Indians among the trees on the bank of the river. By the waving of pocket torches they signal to the "rum-runners" who are coasting up and down the river awaiting the signal. Then there is haggling on shore, and the treasure is brought forth from its place of concealment and transported across into the United States.

These are known as the "little fellows." There are those who carry out the operation on a vastly larger scale. They have their brokers, who pass in and out among the people on the Canadian side and find out how much whisky can be secured. Then they arrive with their large cars or trucks, in which the liquor is taken to the river-side, where a launch is waiting in some dark and lonely spot to carry it over. An elaborate system of signals has been worked out to indicate to the drivers of the trucks that the coast is clear before they approach.

The landing on the American side is another problem, but is declared by those in the business to be a very easy matter. "It's easy," said one. "You know, we have places assigned to us along the docks down the river a bit. One of our fellows objects to landing under a street lamp, but we tell him to go ahead. When he landed the light was out."

In Detroit liquor can be easily purchased, and in every big office building and hotel a few quarts can be secured in a few minutes and a case can be had within an hour's time. An average price for a quart of Canadian whisky is \$15 (\$3 15s.).

As to the quality, the more reliable "boot-leggers" supply the "real stuff," but there are the less scrupulous, who make three cases out of two, and have their own labels and revenue stamps, which they attach to their new brand.

THE CORONATION STONE.

A GEOLOGIST'S COMMENT.

VICOUNT Bryce writes to *The Times*:—The question has often been raised as to the place whence came that famous relic of antiquity, the Coronation Stone, which is enclosed in the Coronation Chair and was brought from Stone, the old Pictish capital, to Westminster by King Edward I. in A.D. 1296.

Desiring to throw some light, if possible, upon this question, having obtained permission many years ago from the Dean of Westminster to inspect the stone, I examined it carefully along with an eminent mineralogist, who was good enough to accompany me. We compared it—it is a block of greyish, slightly reddish sandstone with pieces of sandstone rock which I had procured from Dunstaffnage, on Loch Etive, in Argyllshire, whence (according to a Scottish legend) it was brought by King Kenneth MacAlpin, the Scotch King, who succeeded to the kingdom of the Picts. It proved to be of a rock different from any of these specimens, and so was presumably either brought by men's hands to Stone from some other district, or carried there by a glacier or an iceberg. The field of conjecture as to its origin is still open; there are many parts of Scotland whence it may have come.

The remarkable passage quoted by our correspondent from Dante (*Paradiso* XXX) regarding the strife of Englishmen and Scotsmen was probably written soon after the battle of Bannockburn (1314), when the wars of Scots and English had lasted for nearly twenty years. Dante finished the *Paradiso* in his later years, and died in 1321.

It was stated at the Kingston court that a motoring offender was unable to stand owing to a cold. Sir Roger, perhaps, the rumour gave him that.

NOTICES TO CONSIGNEES

STRETHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WEST JESSUP" From SEATTLE.

THE Steamship.

"WEST JESSUP"

having arrived from Seattle via ports of Oct. 19th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Oct. 28th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after October 20th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRETHERS & DIXON, INC.
Agents for Div. of Ops.
U.S. Shipping Board.
Emergency Fleet Corporation.
12, Des Voeux Road, Central.
Hongkong, October 26th, 1920. [1659]

STRETHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WOONSOCKET" From BALTIMORE

THE Steamship

"WOONSOCKET"

having arrived from Baltimore via ports on Oct. 1st, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Oct. 27th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after Oct. 25th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

GREEN STAR S.S. CORPORATION,
By STRETHERS & DIXON, INC. Agents,
12, Des Voeux Road, Central.
Hongkong, October 21st, 1920. [1660]

STRETHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "COLORADO SPRINGS" From SAN FRANCISCO.

THE Steamship

"COLORADO SPRINGS"

having arrived from San Francisco via ports on Oct. 14th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on October 25th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after October 31st, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRETHERS & DIXON, INC.

Agents for Div. of Ops.

U.S. Shipping Board.

EMERGENCY FLEET CORPORATION.

12, Des Voeux Road, Central.

Hongkong, October 24th, 1920. [1676]

NOTICE TO CONSIGNEES.

S.S. "NELLORE" From ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORT SAID, COLOMBO, AND STRAITS.

Arrived Hongkong, on Oct. 23rd, 1920.

Consignees of Cargo by the above-named vessel are hereby notified that their goods are being landed and placed in their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sealed with Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. Carmichael & Douglas, at 10 A.M. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, October 15th, 1920. [1674]

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Whether it be Williams' stick or cream that you prefer, you will find the same inimitable qualities in both.

That soft, rich lather which lasts until you have gone over all your face, will make your daily shave a pleasure.

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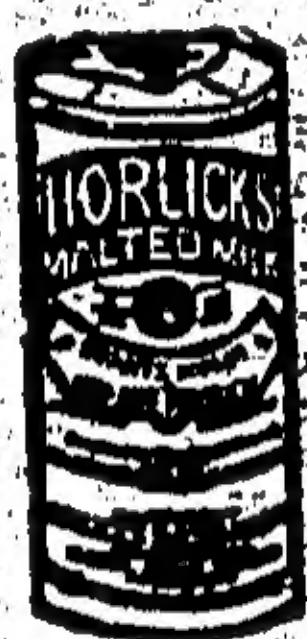
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Agents: MULLER AND PHIPPS (Ams) LIMITED, Hongkong. [1614]

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GIRL'S ADVENTURE

TEN DAYS IN HOLK WITH WATER UP TO WAIST.

Few women have suffered so much for joy as Miss Jean Tucker, of Portsmouth, England. She is only 22 years of age.

After spending ten days in a black hole, 4ft. by 6ft., in the extreme bow of the American liner Philadelphia, she was drawn up through a manhole.

Miss Tucker, who was covered with grime and suffering excruciating pain from rheumatism, was then too weak to stand.

During the dreadful days of her experience the woman, who was named in man's overalls, was up to her waist in water. Rats swarmed over her, when she was overcome by illness and weariness, and tried to eat.

Whenever the ship rolled she was dashed from side to side of her prison, suffering, moreover, the agonies of seasickness. The only bit which came to her was through a locker overhead in which potatoes had been stored.

When passed to her.

Of food and drink she had as much as she could take, as it was passed down to her by a stoker, for whose sake she had hidden herself while the ship was lying at Southampton.

Once, she said, she had given herself and the Philadelphia up for lost. This was when a shock as of a collision against a bow-plate beside her threw her off her feet. The noise was repeated several times, and she concluded that the liner had struck a rock and was pounding upon it.

The officers, understood at once that she had heard a whale into which the ship had run, as it failed the bow with its great tail until it was released when the liner was backed away from it.

HOW SHE WAS FOUND.

It was through the actions of the girl's stoker sweetheart, Edward Manning, who is alleged to have smuggled her aboard, and of one of his mates, James Fallon, that she was discovered by the officers.

Women stowage passengers had complained of the loss of clothing and various articles. On Monday night, many hours after the ship had been docked, Manning was noticed on deck with a bundle of women's clothes.

While the officers were questioning him, the heard screams below in the bow of the ship, and rushing to the main deck, caught Fallon.

The two stokers were locked in the brig for the night were then removed to the Tombs Prison by the police, pending their arraignment on a charge of violating the law by attempting to smuggle an alien in the country. Manning is said to be an American citizen.

After receiving medical attention, Miss Tucker was sent to the immigration station at Ellis Island, where she is detained.

She said she had been induced to undertake the adventure because Manning had threatened to commit suicide if she would not come to New York and marry him.

ST. OSYTH'S PRIORY FOR SALE

THE OLD "INNS."

"Regenerate, strong in her second youth and beautiful," St. Osyth's Priory may fairly be described as one of the finest really old houses now in the market.

Centuries have passed lightly over the Priory, for its design and construction embody the best work of a time when building was a labour of love. In all probability it rose slowly, for hints are not easily wrought, into the geometrical regularity that gives St. Osyth's an unmatchable beauty.

Residential few houses of such antiquity are of equal merit, for it has had careful owners, and to-day it is in perfect harmony with the most exacting modern ideals. Surrounding the Priory are 335 acres, including the park with its avenue of limes, chestnuts, and beeches, lawns, sunk gardens, and rockeries. The property is 15 miles from Colchester, close to the coast, so that it appeals alike to the sportsman and the antiquary. Messrs. Bidwell and Sons (Cambridge) will offer St. Osyth's Priory for sale next month (says the Times of September 8th), on behalf of Mrs. M. B. Cowley, unless, as is quite likely, an acceptable private offer is made in the meanwhile.

The Cloisters, near Newbury, will be sold in that town on October 14th by Messrs. Simmonds and Sons (Henley-on-Thames). The house contains 26 rooms designed for use as a studio, and a full range of bath rooms and other fittings for institutional purposes.

OLD INNS OF CHANCERY.

In connection with the forthcoming sale of Clifford's Inn, by Messrs. Edwin Fox, Burnet, and Biddle (Aldershot-street), it may be worth while to mention the other Inns of Chancery. Thavie's, as old writers call it, and rightly, for it was named after John Thavie, was sold as long ago as 1771. Furnival's Inn, where Dickens lived until 1837, is merged in the site of the offices of the Prudential Assurance Company. Barnard's Inn, on the opposite side of Holborn Bars, was sold in 1881, and the hall is now the dining hall of the Mercer's School, the rest of the site being used as a playground and for the fine modern school buildings. Staple Inn, almost adjoining, adds an exquisite old garden to the ancient quietude which makes it a delightful and little-known resting-place for anyone who turns out of the din of Holborn; Clement's Inn and New Inn were swept away for the Aldwych improvement; Lyon's Inn, never important, but notorious in its decline, was sold in 1863. It was the residence of one whose fate was recorded in a ballad:

They cut his throat from ear to ear,
His brains they battered in;
His name was Mr. William Weare,
He lived in Lyon's Inn.

Thurtell, the "amateur," as De Quincey called him, who killed Weare, excused himself on the ground that the latter had cheated him at cards in Lyon's Inn. The site of Lyon's Inn is now again being excavated for the buildings which will rise where the old Globe and Opera Comique stood.



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Miyako Hotel —	Miyajima —	Osaka —	Tokyo Station Hotel —
Kobe —	Miyajima Hotel —	Osaka Hotel —	Yokohama —
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Yokohama —	Fuji Hotel —	San-yo Hotel —	

IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel.

IN CHOSON

Keijo (Seoul) —	Changchun —	Hotel (Mukden) —
Chosen Hotel —	Yamato Hotel —	Yamato Hotel —
Fusan —	Dairen —	Ryugyu (Port Arthur) —
Fusan Station Hotel —	Yamato Hotel —	Yamato Hotel —
Shanghai —	Shanghai Station Hotel —	Yamato Hotel —

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Cargo to Overland Point U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

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TOYOHAREI MARU ... Friday, 26th Nov., at 11 a.m.

FUSHIMI MARU (calling Manila) ... Tuesday, 14th Dec., at 11 a.m.

KATORI MARU ... Tuesday, 28th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez.

Port Said and Marseilles.

SADO MARU ... Friday, 29th Oct., at 11 a.m.

KITANO MARU ... Friday, 19th Nov., at 11 a.m.

INABA MARU ... Friday, 26th Nov., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU sailing from Singapore ... Friday, 19th Nov., at 11 a.m.

LIMA MARU sailing from Singapore ... Monday, 13th Dec., at 11 a.m.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore ... End of November.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday.

Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.

NEW YORK via Suez.

TEUYAMA MARU ... Saturday, 13th Nov.

SOUTH AMERICAN PORTS via CAPE.

HAKODATE MARU sailing from Singapore ... Beginning of Dec.

BOMBAY & COLOMBO via Singapore.

JINSBO MARU ... Thursday, 28th October

CALCUTTA & RANGOON via Singapore & Penang.

SHINSEI MARU ... Thursday, 4th November

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 30th Nov., at 11 a.m.

SHANGHAI KORE & YOKOHAMA.

BOMBAY MARU ... Wednesday, 27th October.

TOBA MARU ... Thursday, 28th Oct.

KAMO MARU ... Saturday, 20th Oct., at 11 a.m.

TAIAN MARU ... Sunday, 7th November.

For further information apply to:- **NIPPON YUSEN KAISHA.**

S. YASUDA, Manager.

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Oct. 31st Dec. 4th Nov. 6th

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O. T. BURRIDGE, Acting Freight and Passenger Agent.

Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

MR. LLOYD GEORGE AND**MR. MACSWINEY.**

INTERVIEW WITH THE PREMIER.

In an interview granted to a representative of the *Daily Chronicle* on September 26th, Mr. Lloyd George reaffirmed the Cabinet's intention not to release the Sinn Féin hunger strikers.

The following is an extract from the report of the interview:-

Whatever may be thought of their views and capacities, they are not an inhuman body of men, and Mr. Lloyd George has never been suspected of unbending rigour and lack of sentiment.

It is not one, but many lives that are at stake in this emergency, in many armed menaces eclipsing the occasion for an individual act of pity.

FATH OF DUTY.

"I have watched this case with pain," Mr. Lloyd George said, as we tramped the little terrace outside the long room where the Cabinet met on obscure duty.

"But pain must not obscure duty. The picture of the British Government 'doing to death' an ardent patriot in a British gaol has no relation to the facts of the case."

"Everything that can be done has been done to induce Mr. MacSwiney to take food. He is deliberately committing suicide in a way we are powerless to prevent."

To release him would be to aggravate a problem which is already far graver than the fate of any individual.

SO DEVOTED KEY BLAIN.

"For there is no doubt at all of the disastrous effect it would have upon all those in Ireland who are engaged in the effort to restore order."

There is no doubt that the organisation in which Mr. MacSwiney held a very important position and took a leading part—that of brigadier—was actively concerned in the work of murder by which more than 80 devoted men of the Irish forces, many of them ex-soldiers, have been slain, and twice as many have suffered serious injury.

We have positive proof that the so-called Irish Republican Army, and the particular brigade of it to which Mr. MacSwiney was attached, was concerned in these murders and attempts to murder.

"Papers signed by some of his own commandants have come into the hands of our officials."

LIGHT ON CORE MURDER.

"Either, then, we must hand the South of Ireland over to something calling itself a Republican Army, and leave the North of Ireland to fight it out without intervention, or we must protect the men who are defending the flag."

All I hear makes it clearer to me that this murder conspiracy is organised by a small body of men who are terrorising the large mass of Irishmen.

"Some of the Irish Nationalists go just as much in fear of their lives as the Unionists, and our information is that Mr. MacSwiney's predecessor, Mr. Mulvihill, was very angry because he would not fall in with their plans."

"We cannot bow." "Yes—it is an irony that the responsibility of this crisis should fall on one who has believed so long and firmly in the Celtic nationalities, in their power of making a good use of the Empire of many races, a man of a little Celtic land where the national feeling is as intense as anywhere in the Empire."

"But campaigns of murder never have succeeded and never will succeed in advancing any great political cause. To this campaign we cannot and will not bow."

JAPANESE MILITARISM IN**JUDICIAL PROCEEDINGS.**

REMARKABLE STATEMENT BY A

LAWYER.

A Benter message from Japan says:—Dr. Hama, who perhaps was the most powerful factor in securing the wholesale acquittal of the Koreans who, in the famous case of 1912, were charged with conspiracy to assassinate Governor-General Terauchi, is pleading on behalf of Mr. Kiuchi, ex-Governor of Kyoto, in the bribery case now proceeding.

A careful analysis of the whole case by Dr. Hama demonstrated the fact that the Japanese Public Prosecutor possesses the power of arresting citizens upon the slightest evidence, such as anonymous letters, and of subjecting arrested citizens to the merciless process of a prolonged secret examination, in which the defendants are not allowed to call in the assistance of counsel. Even prominent men like Mr. Kiuchi, who is a member of the House of Peers, and a brother-in-law of Viscount Kato, are powerless in the hands of the prosecutor.

Dr. Hama characterized the whole case as "a great fiction, of which the Public Prosecutor was the author." Dr. Hama also characterized the action of the Public Prosecutor in the present case as "Militarism in judicial proceedings."

THE CHINESE CABINET.

THE BUSINESS OF A SITTING.

At a Cabinet meeting at Peking, last week the following business was transacted:—

A sum of ten thousand dollars was voted for the funeral expenses of the late General Li Hsun, and Mr. Pan Fu was also appointed to go to Nanking to offer sacrifices on behalf of the Government.

The proposal for the restoration of the official system which was in vogue in the first year of the republic for the Ministry of Education was next passed.

At the instance of the Ministries of the Interior and Finance, a resolution was adopted that 50 per cent. of the monthly salaries of the officials serving in these two Ministries should be deducted for a period of three months for relief work.

The recommendation submitted by the Ministry of Education that the Ching Yun Ku, a song composed by Emperor Yu Shen about four thousand years ago, should be adopted as the National Anthem of the Republic was also accepted.

Several official appointments were also confirmed.

NOTICES TO CONSIGNEES**"HEN" LINE OF STEAMERS.**

NOTICE TO CONSIGNEES.

From MIDDLESEX, LONDON

AND STRAITS.

The Steamship "REVENUE"

CONSIGNEES OF Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Oct., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 4th Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Oct., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co. Ltd., Agents.

Hongkong, October 21st, 1920. 1688

S.S. "CORDILLERE"

NOTICE.

COMPAGNIE DES MESSEAGERIES

MARITIMES.

CONSIGNEES OF Cargo from MARSEILLE

are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after Oct. 31st, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Nov. 3rd, or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Monday, Nov. 1st, at 10 A.M.

No Fire Insurance has been effected. R. RODENFUSER, Acting Agent.

Hongkong, October 25th, 1920. 1683

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, COLOMBO

AND STRAITS Etc.

THE Steamship

"VOGTLAND"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Nov. 2nd, 1920, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Nov. 2nd, 1920, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, October 26th, 1920. 1684

APIOLINE

(CAPOTEAUT)

For functional troubles, dizziness, pain and those irregularities peculiar to the female sex.

Prescribed by the highest French medical authorities and superior to Tonic, Cold Drops and other royal.

CAPOTEAUT, 8, rue Vivienne, Paris, sold by all Chemists.

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HONGKONG METEOROLOGICAL

REGISTER.

Hongkong Observatory, October 26th.

	Previous Day	On Date	On Date
	at 4 p.m.	6 a.m.	9 a.m.
Barometer	30.11	30.06	29.69
Temperature	76	69	76
Humidity	52	77	57
Wind Direction	ESE	NE	Eat
Force	3	1	2
Weather	b	b	b
Rain			

Highest open-air Temperature on 25th... 76
Lowest open-air Temperature on 26th... 69**SUNRISE AND SUNSET, IN****HONGKONG.**

Date	Sunrise	Sunset
October 27	6.25	5.50
" 28	6.26	5.48
" 29	6.28	5.45
" 30	6.28	5.47
" 31	6.27	5.46
November 1	6.22	5.46

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED**

SAILINGS SUBJECT TO ALTERATION

Destination	Ship	Day	Time
SHANGHAI	"WINGSANG"	Thurs.	28th Oct. Noon
HAIPHONG via HOIHOW	"LOKSANG"	Thurs.	28th Oct. 8 a.m.
SINGAPORE & PENANG	"FOOSHING"	Fri.	28th Oct. 2 p.m.
KORE	"NAMSANG"	Fri.	28th Oct. 3 p.m.
MANILA	"LOONGSANG"	Fri.	28th Oct. 3 p.m.
SHANGHAI	"HOISANG"	Fri.	28th Oct. 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Fri.	28th Oct. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Suez and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, calling at both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Through Bills of Lading issued to RANGOON, PORT SWET

TENHAM, MADRAS, and DUTCH EAST INDIES.

S.S. "LAISANG" will be despatched on or about

Nov. 5th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT

SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 211

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 211

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS—CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"VOGTLAND"	25th Oct.	25th Oct.
"GLENGLADE"	12th Nov.	12th Nov.
"GLENSHANE"	28th Nov.	28th Nov.

Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	about 29th Oct.	GUANG & LONDON.
"GLENLIVER"	2nd Nov.	GUANG, LONDON & ROTTERDAM.
"GLENSHANE"	28th Nov.	GUANG, LONDON, ANTWERP & ROTTERDAM.
"GLENGLADE"	Middle of Dec.	GUANG, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

(The Glen Line, Ltd.)

AGENTS: The Royal Mail Steam Packet Co.

(Owners of "Shire" Line)

Tel. No. 211 sub. 22.

Tel. No. 211 sub. 22.

Tel. No. 211 sub. 22.

Tel. No. 211 sub. 22.

Tel. No. 211 sub. 22.

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Tel. No. 211 sub. 22.

Tel. No. 211 sub. 22.

Tel. No. 211 sub. 22.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

SS. "MONTROSE" ... 14th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE. INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE. ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "CITY OF NAPLES" ... 14th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LTD.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
BEICHUANG	"YUNYAN"	On 27th Oct. Dingt.
BEICHUANG	"HUNAN"	On 27th Oct. 2 P.M.
BEICHUANG	"CHENGTO"	On 28th Oct. 10 A.M.
BEICHUANG	"SINKIANG"	On 28th Oct. Noon.
BEICHUANG	"KUEICHOW"	On 29th Oct. Dingt.
BEICHUANG	"TEAN"	On 30th Oct. 4 P.M.
BEICHUANG	"SHANTUNG"	On 2nd Nov. 4 P.M.
BEICHUANG	"HUICHOW"	On 3rd Nov. 4 P.M.
BEICHUANG	"SUNNING"	On 4th Nov. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (direct weekly) and Tientsin (weekly), taking "Cargo" on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconveniences of transshipment at Woosung.

HONGKONG LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good "accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and excellent service.

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 8 to 10 Days).

HONGKONG	On 27th Oct. at 12 Noon.
AMOY	On 28th Oct. at 12 Noon.
FOOCHEW	On 29th Oct. at 12 Noon.
HONGKONG	On 30th Oct. at 12 Noon.

Arrival and Departures from the Company's Wharf (near Bank of China). For Freight and Passage apply to—
DOUGLAS LAFRAIK & CO., General Managers.

LOS ANGELES-PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Due Towards	About	Sailing	About
SS. VINITA	Nov. 4th	SS. VINITA	Nov. 7th
SS. WEST HIKI	Nov. 20th	SS. WEST HIKI	Dec. 2nd

Through Bills of Lading to all U.S. and Canadian Overland Points no transshipment en route. Shipwide connection with the Pacific, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.
Hongkong Office—Princes Building, Chater Rd.
Branch Office—Kobe, Shanghai.
CHAS. E. HUBBARDSON
General Agent for South China.

P. & O. - BRITISH INDIA. APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NOVARA"	5,900	12th Nov.	Marseilles, London & Antwerp
"DILWARA"	5,400	15th Nov.	Singapore, Colombo & Bombay
"WELLORE"	5,500	22nd Nov.	Marseilles, London & Antwerp
"SOMALI"	5,712	10th Dec.	do.
"DRYANHA"	5,100	17th Dec.	do.
"SICILIA"	5,702	24th Dec.	do.
"FLASSY"	7,346	31st Jan. 1927	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA"	7,000	16th Nov.	Calcutta via Spore, Pang & R.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	30th Oct.	Bandak, Thursday Island
"KANOWNA"	7,700	29th Nov.	Cairo, Townsville, Brisbane
"ST. ALBANS"	4,500	22nd Dec.	Sydney & Melbourne

SAILINGS TO SHANGHAI & JAPAN

"TAKADA"	7,000	27th Oct. Noon	Shanghai & Japan
"JAPAN"	6,000	1st Nov.	Shanghai & Japan
"DILWARA"	5,400	4th Nov.	Shanghai Only
"SOMALI"	5,700	4th Nov.	Shanghai & Japan
"KANOWNA"	7,000	14th Nov.	Japan direct

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Notice to Shippers. The Eastern & Australian Line, managed by P. & O. Company's steamers between Hongkong and Calcutta, Singapore and Madras in line of the section of their P. & O. Line to Hongkong & Calcutta. All cargo and passengers are carried free of charge. Shippers and sailing dates are given in the columns of the section of the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Company and the Company's Agents. Claims must be presented within ten days of the date of arrival of the goods which they cannot be received. No claims will be admitted after the goods have left the Godowns.

For Further Information, Freight, Freight, Freight, apply to
MACKINNON, MACKENZIE & CO.,
25, Des Voeux Road Central, HONGKONG.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ANDER LARU" ... Monday, 8th Nov.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.

"TAKOMA MARU" ... Tuesday, 9th Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KARAKA MARU" ... Saturday, 30th Oct.

"SIAM MARU" ... Thursday, 18th Nov.

SAIGON, HONGKONG & SINGAPORE—Regular monthly service.

"SHIRAKA MARU" ... Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Seattle and Vancouver.

"AFRICA MARU" ... Wednesday, 10th Nov.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Canal Zone.

"HAGUE MARU" ... Saturday, 13th Nov.

NEW ORLEANS LINE—Beginning of Dec.

"SUMATRA MARU" ... Wednesday, 27th Oct.

JAPAN PORTS—Mori, Kobe, Yokohama & Yokohama.

"KAIJO MARU" ... Monday, 1st Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Monday, 1st Nov.

TAKAO via SWATOW & AMOY.

"BOSHI MARU" ... Saturday, 30th Oct.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... Dep. Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Rates, Cargo loaded through to all Australian, New Zealand & Tasmanian Ports. For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
TOYO MARU	22,000	Oct. 28th
SHIHO MARU	22,000	Nov. 12th
PERSEA MARU	9,000	Dec. 2nd

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALTO, ORE, BALBOA, CALLAO, MOLLEDO, ARICA & IQUITQUE.

Through by Trans-Pacific Route to BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SHIHO MARU	14,000	Nov. 20th
TOKYO MARU (Cargo only)	17,500	Dec. 9th
KIYO MARU	17,500	Jan. 14th, 1927

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"CHILI" ... 10,000	On or about 18th Nov.
	"SEBASTIAN" ... 10,000	On or about 25th Nov.
	"ANDRE LEBON" ... 10,000	On or about 12th Nov.

MARSEILLE via SAIGON, SINGAPORE, COLOMBO, INDOUR, SUEZ, PORT SAID. "PORTCHES" ... 10,000 ... On or about 10th Nov.

* calling at Haiphong.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER.

Acting Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER (calling at Seattle and Vancouver).

"CITY OF SPOKANE" ... About Nov. 24th.

For PORTLAND direct.

"ABERDEEN" ... About Oct. 31st.

For NEW YORK.

"ELDERA" ... About Oct. 27th.

Through bills of Lading issued to Oriented Ocean ports.

For Freight and Passage apply to—

THE ADMIRAL LINE.

Telephone 207 & 208. Fifth Floor, HONG KONG.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"BOUADOR", "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

SS. "VENEZUELA" ... Nov. 2nd, 1926.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havre, Genoa and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Manderson, Canton.

